aircraft by M/s Jet Airways (P) Ltd. and M/s Indigo Airlines as under:—

2005:		
M/s Jet Airways	—	10 aircraft and in-principle approval for 32 aircraft
M/s Indigo Airlines	—	In-principle approval for 100 aircraft
2006:		
M/s Jet Airways	—	2 aircraft out of in-principle approval of 32 aircraft granted in 2005.
M/s Indigo Airlines	—	6 aircraft out of in-principle approval of 100 aircraft granted in 2005.

(b) and (c) Information relating to source of funding is sought at the time of granting initial No Objection Certificate to the airline to operate Schedule Air Transport Services. Airline operators submit a Project Feasibility Report at this stage which indicates shareholders equity contribution and long-term borrowings as source of funding.

In the application for grant of NOC for import of aircraft, airlines have declared that financing pattern shall be negotiated and finalised with internationally reputed commercial banks. This shall be a combination of long term borrowings and internal accruals.

The Government grants initial NOC to operate Scheduled Air Transport (Passenger) Services only after security clearance of the directors and the company by MHA and confirmation that the company fulfills the prescribed minimum paid up equity norms as applicable.

Cancellation of flights of Indian Airlines

2571. SHRI MATILAL SARKAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the average hour a day an air-craft remains above the ground;

(b) the average number of flights a day that the air-crafts of Indian Airlines get delayed or get cancelled in the month of July, 2006;

(c) the main reasons of delay or cancellation in such a big number; and

(d) the remedy that Government propose to take to avoid the change in Schedule?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Generally aircraft utilisation is between 8 to 12 hours depending upon routes operated, turn around time etc.

(b) and (c) During the month of July 2006, 40.99% of the Indian Airlines and Alliance Air flights were delayed and cancelled. This includes 2.85% due to commercial operations, engineering, ground support surface transport, stores related reasons, 2.43% due to inclement weather, airport facilities etc. and the remaining 35.71% due to consequential delays.

(d) All technical delays and cancellations are investigated and remedial action taken immediately. A meeting of the representatives of operating department at the regional level is held every day. At the base station, delays and cancellations are analyzed to identify repetitive nature of snags and special maintenance action is immediately taken. At the Headquarters level, the punctuality of services is monitored on a daily basis. Regular meetings are also held with the vendors or manufacturers for bringing an improvement in the product and systems.

Upgradation of Bagdogra airport

†2572. SHRI SAMAN PATHAK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a proposal for upgradation of Bagdogra airport into international airport is under consideration of Government;

(b) if so, the status of this proposal alongwith the details thereof; and

(c) if not, the reasons therefore?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Does not arise.

(c) There are various requirements like infrastructure and other facilities etc. of international standards available at an airport, commercial viability, traffic potential etc. before declaring the airport as an international airport. Besides, a firm commitment by International/domestic airlines operator to start International flights to/from this airport is also required. At present, no airline operator has yet demanded to operate their flights through Bagdogra airport.

†Original notice of the question was received in Hindi.